

Regarding the objection to the Oath/Declaration, a new Oath/Declaration is attached.

Regarding the objections to Claims 1, 4, 5, 7, 8, 10, 11, 14, 15 and 17, Claims 1, 10, and 17 have been amended as suggested in paragraph 9 to include a variable brake feel force to induce a driver to apply an increased brake pedal force. Claims 1, 10, and 17 should now be allowable. The remaining claims are dependent from Claims 1, 10, and 17 and should therefore also be allowable.

In view of the foregoing amendments and remarks, the Applicant submits that claims 1, 4, 5, 7, 8, 10, 11, 14, 15 and 17 are now allowable. Expeditious allowance of claims 1, 4, 5, 7, 8, 10, 11, 14, 15 and 17 is earnestly solicited. If the Examiner has any questions on the above, or wants to discuss the subject matter further, he is welcome to call the Applicants' attorney at (313) 323-2024.

Please charge any cost incurred in the filing of this Amendment, along with any other costs, to Deposit Account 06-1510. If there are insufficient funds in this account, please charge the fees to Deposit Account No. 06-1505.

Respectfully submitted,


Franklin A. MacKenzie
Reg. No. 42,826

Date: November 12, 2003
Ford Global Technologies, Inc.
Suite 600 East, One Parklane Blvd.
Dearborn, Michigan 48126
(313) 323-2024
(313) 323-7162 (fax)

MARKED UP CLAIMS I.A.W. 37 C.F.R. 1.21

Please amend claims 1, 10 and 17 as follows:

1. (Amended) A braking apparatus comprising:

a brake pedal operative to reduce vehicle speed and coupled to a brake position sensor, said brake position sensor being operative to generate a brake position signal;

a brake pedal actuator coupled to said brake pedal and operative to generate a variable brake feel force to said brake pedal;

a forward detection apparatus operative to detect vehicle distance and relative vehicle speed and generate a vehicle distance signal and a relative vehicle speed signal; and

a controller coupled to said brake pedal actuator and being operative to receive said brake position signal, said vehicle distance signal, and said vehicle speed signal, said controller including control logic operative to modify said variable brake feel force in proportion to said brake position signal, said vehicle distance signal and said vehicle speed signal, wherein said variable brake feel force induces a driver to apply an increased brake pedal force.

10. (Amended) A brake system for a vehicle comprising:

a brake pedal located in the vehicle and operative to reduce vehicle speed, said brake pedal coupled to a brake position sensor, said brake position sensor being operative to generate a brake position signal;

a brake pedal actuator located in the vehicle and coupled to said brake pedal, said brake pedal actuator operative to generate a variable brake feel force to said brake pedal;

a forward detection apparatus located in the vehicle and operative to detect vehicle distance and relative vehicle speed and generate a vehicle distance signal and a relative vehicle speed signal; and

a controller located in the vehicle and coupled to said brake pedal actuator, said controller operative to receive said brake position signal, said vehicle distance signal, and said vehicle speed signal, said controller including control logic operative to modify said variable brake feel force in proportion to said brake position signal, said vehicle distance signal and said vehicle speed signal, wherein said variable brake feel force induces a driver to apply an increased brake pedal force.

17. (Amended) A method for providing enhanced braking for a vehicle comprising the steps of:

monitoring a position of a brake pedal;
determining distance and relative speed to a second vehicle; and
modifying a variable brake feel force of the brake pedal in proportion to said position of the brake pedal, said distance, and relative speed to said second vehicle, wherein said variable brake feel force induces a driver to apply an increased brake pedal force.